



Governor Mills E. Godwin, Jr., Kathy Marshall and Mrs. Godwin, before the splendor of Yellowstone Canyon.

Vol. 25 — No. 7

July, 1974

ATTENTION AIRCRAFT OWNERS—AUGUST 1 DEADLINE

The following District Court Decision defines the method of obtaining tax relief on the property tax charged against aircraft. The underlining was added for convenience in calling your attention to vital information.

IN THE DISTRICT COURT OF THE FIRST JUDICIAL DISTRICT OF THE STATE OF MONTANA, IN AND FOR THE COUNTY OF LEWIS AND CLARK.

THE DEPARTMENT OF REVENUE OF THE STATE OF MONTANA, Appellant,
vs.
C. C. BOWMAN, ORDER Respondent.

This is an appeal from the State Board of Tax Appeals.

The record on appeal discloses as follows:

1. The Department of Revenue by regulation directed the assessors of each county to determine the value of aircraft for tax purposes at a stated percentage of what is known as "Aviation Dealers Association Aircraft Blue Book." The assessor followed the direction for the aircraft

in Gallatin County.

2. Some of the owners of aircraft appealed to the Gallatin Tax Appeal Board contending that the "Blue Book" used by the assessor did not represent the value and asserted that the proper 'Blue Book' should be 'Aircredit Publications, Inc.'

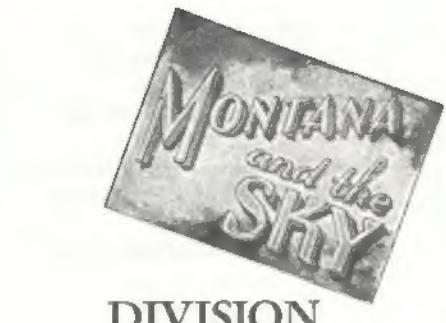
3. The Gallatin County Tax Appeal Board decided that "all privately owned aircraft in Gallatin County be re-assessed on the basis of the "Blue Book" of Aircredit Publications, Inc.

4. The Department of Revenue appealed to the State Tax Appeal Board and the State Board affirmed and the Department of Revenue appealed to this Court.

This Court has reviewed the record as made in the county and the state and has heard oral arguments on behalf of the state, the taxpayer and Mr. Charles Smith, *amicus curiae*.

The issues and the determination thereof by this Court are as follows:

A. Does the State Department of Revenue have the authority to issue a regulation to the county assessors, and binding on the county assessors, that privately-owned aircraft shall be assessed in accordance with the "Aviation Dealers Association Aircraft Blue Book"? It is the determination of this Court that the State Department of Revenue does have that authority and the State Department



DIVISION

OF

AERONAUTICS

of Revenue is the assessing office through the county assessor as its agent. (See Section 84-402, R.C.M. 1947 and Title 82, Chapter 42, R.C.M. 1947 and M.A.C. Section 42-2.22 (2)-S2260.)

B. Does the county Tax Appeal Board have the authority to nullify the regulations of the Department of Revenue by blanket decision holding that all aircraft shall not be valued in accordance with the Aviation Dealers Association Blue Book but by the Blue Book of Aircredit Publications, Inc. It is the determination of this Court that the county Tax Appeal Board does not have such authority. However the county Tax Appeal Board does have the authority upon a proper appeal to it to determine the value of the aircraft and is not limited by either of the "Blue Books" or any of the like in its determination of the particular value for tax purposes.

The procedure for contesting the assessments of the Department of Revenue is set out in the statutes.

Section 84-601 gives the county Tax Appeal Board the authority "to change any assessment".

Section 84-602 provides for notice to be given to the taxpayer by the Department of Revenue of a change in the assessment and the date and
(Continued on Page 6)

DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS
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NATA MINI-CONVENTION

The National Air Transportation Associations, Inc. will be hosting a "Mini-Convention" in Los Angeles, California on September 21-24.

Leading off the four-day conference on Saturday and Sunday will be a Management/Marketing Seminar aimed directly at Air Taxi/Charter and Fixed Base Operators. The seminar will be under the tutelage of professional educators and successful businessmen. Their range of subject material will include: (1) Managing for Profit; (2) Selling for Profit; (3) Managing for Today and Tomorrow; and (4) Selling vs. Waiting.

Additional information may be obtained from NATA, 1156 Fifteenth Street, N.W., Washington, D. C. 20005.

Administrator's Column



We have been going to the Sheriffs & Peace Officers Convention for the last four years where we have been very kindly received. We consider this to be one of our most important functions, particularly as it applies to search and rescue because the sheriff takes over the duties of the Aeronautics Division immediately upon location of a lost aircraft; but there are still many things that the Division can do for the sheriff after the discovery of the lost plane, although the sheriff cannot always be so helpful before the plane is discovered because of the difficulty of telling in what county the plane might have gone down. With the advent of the ELT, it is expected that we may be able to tell the location with a reasonable degree of accuracy, of the county in which the plane might be expected to be found. Anyway, we hope that they will continue to allow us to be on their program and we hope to have their representatives visit our search and rescue seminars.

We attended the 4th of July Fly-In Breakfast at Jordan July 4, where we met with that fine eastern Montana hospitality first extended by Vivian Schrank on the unicom, followed by all of the fine people of Garfield County waiting on the ground. Mike Ferguson, Secretary of the Board of Aeronautics, Dave Collins, Sheriff of Powell County and I went to Jordan in Mike's Bonanza where we were the recipients of an outstanding breakfast free of charge because we had flown in. The breakfast was cooked by the Garfield County Sky-

riders. This was a prelude to an old-fashioned 4th of July celebration that included a parade and rodeo.

This was the 7th annual fly-in breakfast and as Milt Schrank mentioned, 4th of July was not always the best day, but it is probably no worse than any other and I certainly recommend this fine event for anyone. My appreciation to the Garfield County Skyriders. Jack Wilson also attended and has a story on this and other fly-in breakfasts he attended elsewhere in this newsletter.

* * * *

While we are not normally in the airport business, the State has delegated the Aeronautics Division the operation of West Yellowstone Airport. The Aeronautics Division takes great pride in its operation and despite the struggle to maintain it on a pay-as-you-go basis, enjoys the work as well as the lessons derived from operating an air carrier airport. One of the pleasures in operating the airport is to greet fellow aviation enthusiasts and we did that last month when Virginian Director of Aeronautics Will Plentl flew Governor Godwin into the airport for a stop enroute to the Virginia Day at Expo in Spokane. Will is a past president of the National Association of State Aviation Officials. Ken Rowe was also aboard the craft as one of the pilots and Ken is Deputy Director of Virginia Aeronautics and presently serves as Treasurer of NASAO. He succeeded Charles Lynch, former Director of the Montana Aeronautics Commission, as Treasurer after Chuck was injured. It was great to show them the fine facilities at West Yellowstone.

ELT ACTIVATION

In our last issue we stated that an ELT was activated as a result of a "rough landing". We have been reminded by the pilot of that aircraft that it does not take a "rough landing to set off an ELT. Some of these devices just plain go off even when the plane is on the ramp, and once we believe that one was tracked down after the ELT was activated in the hangar. It is well to maintain a watch occasionally on 121.5 MHz.



Mrs. Godwin, Governor Godwin, Kathy Marshall, Will Plentl, Mary Hunt, Ken Rowe, Park Assistant Superintendent Vern Hennessey, and Ranger Wayne Reogle.

VIRGINIA GOVERNOR AND AERONAUTICS OFFICIALS VISIT WEST YELLOWSTONE

Enroute to Virginia Day at Expo in Spokane, Governor Mills E. Godwin, Jr., accompanied by Mrs. Godwin, Virginia Director of Aeronautics Will Plentl, Deputy Director Ken Rowe, who is also the Treasurer of the National Association of State Aviation Officials, Mrs. Charles Pritchard, and Charles Murphy, State Trooper, stopped off for a tour of Yellowstone Park on June 27. They were met by Yellowstone Park and Montana Division of Aeronautics officials at the Aeronautics Division's Yellowstone Airport. They were taken to the Park on a very quick tour and were greeted by all kinds of animals except the buffalo who for some reason or other failed to put in an appearance. Old Faithful was prompt and spectacular as usual for the visitors. It was the first time for the party to have stopped at the Park.

Park Superintendent Jack Anderson made preliminary arrangements for the tour but was unable to be present. Assistant Superintendent Bob Haradan and Assistant Superintendent Vern Hennessy, with Ranger Wayne Reogle and Kathy Marshall, conducted the brief but interesting and in-depth display of a few of the marvels of Yellowstone Park.

Kathy, a native of Virginia, who is on Superintendent Anderson's staff, presented Governor Godwin with a book on Yellowstone Park.

MONTANA FLY-INS



By: Jack Wilson, Chief Safety & Compliance Bureau

The **Garfield Skyrider Hangar** of the Montana Pilots Association sponsored a fly-in breakfast on the 4th of July. This fly-in was held in conjunction with the 4th of July celebration at Jordan. The Garfield County Cowbelles sponsored the parade in the morning. The rodeo in the afternoon was conducted by the Veterans of Foreign Wars. Free fireworks in the evening were donated by the Jordan Ladies Civic Club and the street dance which followed was sponsored by the Veterans of Foreign Wars. Thirty-two aircraft flew to Jordan on the morning of the 4th and 200 people were

served at the fly-in breakfast at the lunchroom on the fairgrounds. The control tower was operated by Vivian Schrank who had moved her unicorn out to the airport. Incidental with the fly-in also was the dropping of twenty-five parachutes by the Garfield Skyriders. These parachutes were small-type and contained small objects of interest to children. The children then would retrieve the parachutes and turn them in for one dollar each. At the two-cents a pound passenger ride, fifteen passengers were carried around the area.

This appears to be an annual affair at Jordan, and I would certainly recommend if you are able to attend next year that you do so as a good time was had by all.

On July 7 the **Montana Chapter of the International Flying Farmers** held a fly-in at the Sondreson Air-strip on the north fork of the Flathead River. This airstrip is almost directly across the river from the now closed Polebridge airfield on the west side of Glacier Park. There were approximately fifteen aircraft which flew in and Ruth and Lloyd Sondreson were certainly very hospitable hosts during this occasion. Breakfast was served for those who arrived early and an enormous lunch was served at 12:00. The food was furnished by the Sondresons and pot-luck by people who brought in their own food. As usual there was too much food. For those of you who have never flown in the area of the west side of Glacier Park, you cannot imagine the scenic beauty and the nice weather which is available in that area. I certainly hope that the flight through the mountains did not keep some of the pilots from participating as the weather was very good and very little turbulence was encountered. I certainly recommend this part of Montana to the light plane pilot if he wants to see scenery and Montana as it should be.





Present at the Jordan Fly-In were from left to right: Les Severance, Bob Wheatcroft, Ken Padgett, John Derr and Dale Uppinghouse.



Planes at the Jordan 4th of July Fly-In.



Sondreson Airstrip from the air.



There was plenty to eat at the Sondreson Fly-In.



Planes and breathtaking scenery at the Sondreson Fly-In.

SHERIFFS & PEACE OFFICERS ASSOCIATION

Montana's Sheriffs & Peace Officers held their Annual Convention at Fairmount Hot Springs June 27, 28 and 29. They held their usual interesting, educational program. Jack Wilson of the Aeronautics Division was on the program and discussed search and rescue from the aeronautics point of view and how the sheriffs and peace officers and aerial searchers could continually benefit each other by working together and understanding each others' problems and limitations as well as the capabilities of each organization. Rocky Cunningham, Sheriff of Silver Bow County, was the outgoing president of the organization. He was most helpful to the aeronautics people in attendance. Walt Hammermeister, Pondera County, is the incoming president and will serve for the coming year.

Division of Aeronautics Administrator, Bill Hunt, spoke very briefly to the convention and thanked them for the opportunity to be on the program and promised the full cooperation of the division in any search being made.

Hunt was followed by Jack Wilson who told the convention that the United States Air Force had primary jurisdiction for aerial search in the United States and that each state held a contract with the Air Force to make the searches and rescues involving aircraft with full responsibility for the search until such aircraft is located. Upon location of the aircraft the search immediately becomes the responsibility of the sheriff in whose county the accident occurred and the

Division of Aeronautics turns the search over to the sheriff.

Jack Wilson pointed out the Aeronautics Division as well as those who helped in the search were anxious to assist in any way they could and the search should call upon the search coordinator in that area for help to see what could be done.

Wilson thanked the sheriffs for their past cooperation and expressed his hope that there would be mutual benefits in the future search and rescues.



Bill Damm, Sheriff, Miles City and Dave Middlemas, Sheriff, Lewis & Clark County.

CALENDAR

August 11-16—International Flying Farmers, Hilton Palacio Del Rio, San Antonio, Texas.

August 21-23—Washington Airport Management Association and American Association of Airport Executives Joint Meeting, Coeur d'Alene, Idaho.

August 24 & 25—2nd Experimental Aircraft Association, Lewistown, Montana.

September 1—Fly-In Breakfast, West Yellowstone Airport, West Yellowstone, Montana.

September 1—7th Annual Dryland Salmon Barbecue, Robert Wheatcroft Ranch, 18 miles from Jordan Airport.

September 21-24—National Air Transportation Association, Inc., Mini-Convention, Los Angeles, California.

October 4—FAA Rocky Mountain Golden Sentinel Flight Safety Team Presentation, C. M. Russell Auditorium, Great Falls.

October 4-6—Montana Flying Farmers Convention, Heritage Inn, Great Falls.

AVIATION EDUCATION HIGHLIGHTS

By MICHAEL A. SCHUKERT

On April 23, 1974 the General Aviation Manufacturers Association announced a new effort in aviation education. The program, a cooperative venture between the education community and the aviation industry, establishes Aviation Education Resource Centers within 100 colleges and universities throughout the country.

The Resource Centers will contain complete files of current aviation materials. The Centers will also offer available sources of information to teachers wishing to use aviation as a classroom theme. Course curricula covering science, English, mathematics and social studies are available for the elementary school teacher. For secondary and college students, technical reports examining the aviation system, publications looking at environmental concerns of the aviation industry, and information on careers can be obtained. The centers, under the direction of campus educators hope to provide advice and guidance through volunteer personnel experienced in aviation education.

Industry and government organizations involved in the program include Aerospace Industries Association, Aircraft Owners and Pilots Association, Air Line Pilots Association, Air Transport Association, Aviation Distributors and Manufacturers Association, Montana Division of Aeronautics, National Business Aircraft Association and the National Pilots Association. Also included are the Air Force Association, Department of Transportation, Federal Aviation Administration, National Aeronautics and Space Administration, and the National Transportation Safety Board. Publications produced by these organizations will provide an excellent source library for the educator, student and public.

The primary goals of the Aviation Education Resource Center program are: to increase public awareness of aviation; to provide comprehensive information on aviation career opportunities; and to promote the use

of aviation as a theme in other education studies.

Montana's two Aviation Education Resource Centers will be located at Missoula Technical Center, 909 S. Ave. West, Missoula, Montana 59801; and at Northern Montana College, Havre, Montana 59501.

Missoula's resource center will be co-located within MTC's Aviation Technology Department under the direction of Mr. Roy Stewart, Department Director. The Northern Montana College facility will be supervised by Dr. Lee Spuhler, Dean of NMC's College of Education.

Persons interested in learning more about and/or making use of these excellent new aviation education resource centers should contact one of the above center directors.

RATED HORSEPOWER

By DALE UPPING-HOUSE

Accident Prevention Specialist
Rocky Mountain GADO 1

The writer once had a fixed base operation where we offered a Taylorcraft for rent. Every spring the renters would complain that the engine needed an overhaul. Every autumn the renters would comment how much better the old girl performed with the new overhaul. That T-Craft never did accumulate many hours, and we never overhauled the engine.

Obviously, the spring fever that afflicted that T-Craft was related to density altitude. This affliction is not confined to 65 H.P. T-Craft. It applies to all unsupercharged airplanes equally and to a lesser extent to those with superchargers. Jets have even a greater problem with it.

Why do we keep harping about density altitude? Well, even if we ignore it, it will not go away. Pilots are still fooled by it and having serious accidents. All of us should study it and remember its effects.

On oral examinations we find there is widespread misunderstanding of what is happening when density altitude increases. Many pilot applicants say, "Well, the wing doesn't have as much lift," or "The propeller doesn't get a good bite of air." While

these conditions do exist to some extent, they are not the big problem. The big problem is that we lose a lot of horsepower when density altitude goes up. That's where it hurts.

Let's say we start with an engine rated at 150 H.P. It's rated at 150 H.P. at sea level in standard air, with no accessories being driven and with short exhaust stacks. Now we put it in an airplane. We attach a hydraulic pump, vacuum pump, alternator, exhaust system with mufflers, and maybe a fixed pitch prop. How much horsepower remains? What's left is called installed horsepower. Depending on the installation, we may have about 125 H.P. available for take-off at sea level. Around here it's difficult to take off from sea level. Difficult, yes, but not impossible for a Montanan. When the temperature is zero or below, there are many Montana airports where a sea level density altitude prevails. If we take off under these conditions, then we have that 125 H.P. available of the original 150. Now what happens when the weather turns warm—then hot?

A normally aspirated (unsupercharged) engine develops 75% of its sea level rating at about 5300'. If we take off from that same airport on a day when it's quite warm we probably will have a density altitude of 5300' or higher. Will we have 75% of 150 H.P. for take-off and climb over the obstacles with this 5300' density altitude? No—remember we only had 125 installed horsepower at sea level, and now density altitude knocks off $\frac{1}{4}$ of that. Now our 150 H.P. engine is only going to give us about 90 horses. This is the time to arrange for more runway or wait until more installed horsepower is available. We will probably have more of that power available in late evening or early in the morning.

Two of the most useless things in aviation are: runway behind you and altitude above you. We might add to this—rated horsepower that isn't available.

The most valuable gift you can give another is a good example.

(Continued from Page 1)

hour when the taxpayer may be heard by the Department of Revenue.

Section 84-603 provides the appeal to the county Tax Appeal Board and gives the taxpayer or his agent the right to file an appeal in writing on or before August first specifically describing the property involved and shall state the facts upon which it is claimed the reduction should be made.

Section 84-708 provides for appeals from the county Tax Appeal Boards to the state Tax Appeal Board.

The formal application of appeal in this case was not proper insofar as it attempted to change the assessment for "all" of the aircraft in Gallatin County. The appeal is held to be valid, however, insofar as those individual tax payers who appeared before the county Tax Appeal Board in person or by an agent. As to these parties, for the aircraft owned by them, the appeal from the state Tax Appeal Board is affirmed.

The matter is remanded to the state Tax Appeal Board for the determination of those parties appearing in person or by an agent before the county Tax Appeal Board and such value as determined by the county Tax Appeal Board for their specified aircraft is affirmed.

Dated this 9th day of July, 1974.

/s/PETER G. MELOY

District Judge

ANGEL DERBY DEATHS

Word has been received from the Texas Aeronautics Commission that there were four deaths that marred the 1974 All Women's Air Race, Inc., or Angel Derby from Acapulco to Fort Lauderdale, Florida.

Marion Burke of San Antonio and Ruth Hildebrand were killed when their Cessna 182 Skylane went down just before reaching the mountains, 17 miles northwest of Zihautanejo, Mexico.

Killed in a separate accident also on the first day of the race April 25 were Margie Jones and Doris Norcross flying a Cessna 172 Skyhawk.

These were the first casualties in the 24-year history of the Derby.

1974 AIRCRAFT FIRE TRAINING SCHOOL

By: Gerald C. Burrows, Supervisor Certification, Security & Operations

Montana's 3rd Annual Aircraft Fire Protection and Rescue Procedures Training Course will be held in Great Falls August 20-23 at the Montana Air National Guard facilities.

Airport fire fighters from Montana and neighboring states are invited to receive this specialized training under the guidance of Fire Chief Darrell Thomas, Montana Air National Guard.

Each trainee will suit up with protective clothing and hood, and take part in extinguishing actual aircraft fires using the latest equipment and extinguishing agents. Classroom activities will cover such areas as: dangerous and hazardous materials, types of aircraft, aircraft rescue and forcible entry tools, prefire planning, familiarization, and aircraft emergency evacuation procedures.

Fire fighters completing the course will receive certificates showing compliance with the FAA Certification requirements for training.

Registration is to be held Monday (19th) afternoon at the Montana Air National Guard fire station and will cost \$15.00 per firefighter. Final plans are underway and additional information should be available by the time you read this article.

Please contact any of the following:

Chief Darrell Thomas
Montana Air National Guard
Great Falls International Airport
453-3291

Jim Macklin or Jens Bolstad
Montana Fire Service Training
915 1st Avenue, South
Great Falls
761-5800, Ext. 376

Jerry Burrows
Division of Aeronautics
P. O. Box 1698
Helena
449-2506

The man who gets ahead is the one who does more than is necessary—and keeps on doing it.

DENSITY ALTITUDE

By H. W. DEMMERLY
Accident Prevention Program Chief,
RM-GADO-5

When it comes to a good old fashioned hangar flying session, one subject almost never discussed is density altitude. One reason may be that pilots don't know enough about it. But, because of the inescapable influence that density altitude has on aircraft and engine performance, it is to every pilot's advantage to understand the subject thoroughly.

The basic principle is that a non-supercharged aircraft engine performs better in dense air because the engine produces more power, the propeller produces more thrust and the wings produce more lift than they do in thin air.

Two major important factors affect air density. They are (1) altitude—the higher the altitude, the less dense the air; and (2) temperature—the warmer the air, the less dense it is. A third factor, humidity, is of less significance and is not considered in density altitude computations. A pilot should note, however, that an increase in humidity decreases air density.

Aircraft performance data is based on Standard Atmospheric Sea Level conditions (59° Fahrenheit and atmospheric pressure of 29.92 inches of mercury). This means simply that the horsepower output of the aircraft engine as well as propeller efficiency are computed at sea level. This performance data is available to the pilot in the form of operational limitations outlined by the aircraft flight manual, instrument markings and placards. Aircraft operations at altitudes above sea level and at higher than standard temperatures are commonplace in mountainous areas. Such operations quite often result in a drastic reduction of aircraft performance capabilities because of the changing air density.

From the pilot's point of view, an increase in density altitude results in a longer takeoff run, a slower rate of climb, a faster ground speed during approach and landing and a longer landing roll.

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CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

George S. Matovich—Columbus
Douglas J. Rotondi—Butte
Robert Lee Morton—Cut Bank

PRIVATE

John Gustav Tietz—Corvallis
Donald James Smith—Missoula
Jerry James Hurni—Missoula
Ernest Charles Hunton—Missoula
Robert James Brunner—Kalispell
Timothy John Casey—Anaconda
Thomas G. Whalen—East Glacier
Max Lee Pederson—Libby
Douglas Mackay—Roscoe
Pius G. Schmalz—Billings
Keith V. Buren—Sheridan, Wyoming
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Curtis S. Hansford—Plentywood
James William Spalding—Zortman
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Joe Norris Owen—Geraldine
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Armand J. Patenaude—Red Lodge (Reinstate)
Ricky A. Bjelkevig—Billings
William Harold Pardis—Great Falls
Leonard Lloyd Heydon—Bozeman
Douglas Martin Molohan—Alberton (ASME)

Charles E. Mathews—Bozeman

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Richard L. Greenlee—Racine, Wisc. (FRH-FII)

Gregory Bruce Mecklenberg—Bozeman (MEL)
Lloyd Wayne Pederson—Dutton (ASEL, FRH)
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Steven B. Sande—Billings (MEL)
Trent N. Toms—Billings
Mark Edward McNay—Missoula (ASEL)

Neil Allen Cloyd—Livingston (ASEL)
George Herbert Garnett—Missoula (MEL)
Roger Lee Maki—Missoula (MEL)
Edgar Allan Lanoue—Missoula
J. Bradford Armstrong—Calgary, Alberta (ASEL (FRH))
Bruce Cedric Maurer—Power
Donald Wayne Hungerford—Great Falls (MEL)

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James Lyman Corner—Missoula
Gary Wayne Coleman—Missoula
Daryl Vernon Cooper—Ronan
Allen P. Hartman—Billings
Edgar Peter Kowalski—South Bend, Indiana
Paul Freed Lloyd—Butte
Michael Edwin LaSoret—Missoula

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Dana Dorwell Dean—East Helena (PM)

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Harold LeRoy Graf—Fairfield (FII) (Reinstate FIA)
Gary Glen Hancock—Missoula (ASEL)
Earl Edward Andrus, Jr.—Missoula (FIA)
James Frederick O'Donnell—Voorheesville, N. Y.
Scott Douglas Hoffmeyer—Missoula
Michael Eugene Walsh—Cameron
Morris Gordon Lindsey—Great Falls (Reinstate)
Charles Barth Koehler—Santa Fe, New Mexico (Gold Seal)

ADVANCED GROUND INSTRUCTOR

William Frances Abel—Missoula

AIR TRANSPORT PILOT

Charles L. Lynch—Helena
Robert Wayne Christensen, Jr.—Great Falls

TYPE RATING

William Nichols Deming—North Bend, Washington, North American B-26, (VFR Only)
Alan Kirk Zanuzoski—Missoula, Grumman TBM (VFR Only)

MASTER PARACHUTE RIGGER (S.C.B.)

Ronald Otto Colsrud—Malmstrom Air Force Base, Montana
Leslie Howard Bailey—Great Falls

(Continued from Page 6)

At airports of higher elevation, high temperatures sometimes have such an effect on density altitude that safe operations are impossible. Generally, this happens between mid-morning and mid-afternoon. If the aircraft is carrying a heavy load, the situation becomes even more hazardous.

Be aware and beware of density altitude. Learn before an accident happens to you. Afterwards may be too late.

WEST YELLOWSTONE FLY-IN BREAKFAST

There will be a fly-in breakfast at the Yellowstone Airport from 7:00 a.m. to 12:00 noon on Sunday, September 1, 1974. A breakfast of pancakes and ham will be served. The price of the breakfast will be \$1.60 per person. Along with breakfast there will be a static display of war birds and helicopters. Guided tours of the Forest Service Smoke Jumper Center will be given and it should be a good time for all.



TOWER

OPERATIONS

MAY 1974

Billings	10,776	2,316
Great Falls	7,390	1,774
Missoula	7,882	862
Helena	4,201	637

JUNE 1974

Billings	11,590	2,329
Great Falls	8,347	1,651
Missoula	7,232	806
Helena	3,956	534

MPA HAVRE HANGAR NEWS

Hi-line area pilots and families enjoyed a fly-in at Spicher's farm south of Hingham Sunday afternoon, June 9. Following a series of flour bombing contests at varied altitudes and some good games of volleyball, barbecued hamburgers and pot-luck supper were served to the eighty in attendance.



Havre Hangar members have planned a fly-in at Schafer Meadow July 13 and 14, and are looking forward to hosting the 1976 State MPA Convention.

The accompanying photographs are through the courtesy of Bill Spicher.



DRYLAND SALMON BARBECUE

All pilots are cordially invited to attend the 7th Annual Dryland Salmon Barbecue, a free fly-in/drive-in to be held from noon on at the Robert Wheatcroft Ranch Airport 18 miles from the Jordan Airport—240 degrees magnetic heading from the airport. The Wheatcroft Ranch is shown on the Montana Aeronautical Chart. The date to remember is Sunday, September 1, 1974.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—“To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states.”

P. O. Box 1698
Helena, Montana 59601



JULY, 1974

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